

IMCOM

Red Zones for Installation Rail



30 April 2010

IMCOM Rail Safety Policy

It is the policy of IMCOM that operations be conducted in a safe manner. As an integral part of this policy, the IMCOM leadership believes that:

- **All injuries can be prevented.**
- **We are committed to provide a safe work environment for all personnel and Soldiers.**
- **Personnel and Soldiers of all levels are accountable for ensuring their own safety and the safety of their co-workers, preventing injuries and accidents, and having a positive safety attitude.**
- **Performing work functions in a safe manner is more important than meeting deadlines, production schedules, and other non-safety criteria.**

1.0 Purpose

Red Zones are developed to identify highly hazardous work environments or locations that employees must work in or around which could cause severe personal injury or death. In the IMCOM Rail Safety Rules and the General Code of Operating Rules, there are multiple rules that apply to the same thing. It is imperative to discuss these combinations of rules that apply to mutual areas. These recommendations will assist the Installation Commander in providing employees with the safety standards they must follow while working in Red Zones during the course of their duties.

2.0 Designation

Each Directorate will identify red zones within their respective departments. Utilizing the rule sets and these guidelines, red zones will be identified and marked within the Directorates. Once the red zones are designated, the managers and supervisors are responsible for ensuring that everyone is briefed and understands where the red zones are and how to comply with the red zone procedures.

3.0 Definitions

Red Zone – An area, location or equipment which places the employee in a life threatening situation.

Fouling a Track – Placement of an individual or piece of equipment in such proximity to a track that the individual or equipment could be struck by a moving train or on track equipment, or in any case is within 4 feet of the field side of the nearest rail.

4.0 All Crafts

The following procedures apply to all crafts working in designated Red Zone Areas.

Comply with All Rules – GCOR Rule 1.20 states, “Employees must expect the movement of trains, engines, cars or other moveable equipment at any time, on any track and in either direction.”

Concentrate on the Task at Hand – Focus on the job to be done. Do it quickly and efficiently. Get out of the Red Zone when you no longer need to be there.

Position Yourself for Escape – Don’t become trapped. Give yourself somewhere to escape should the unexpected happen.

Step Out of the Red Zone when Distractions Occur – Remove yourself from the Red Zone if you are not getting the task done.

Step out of the Red Zone:

If distractions occur

If you lose your focus

If another job briefing is necessary

Refresh the job briefing. Get back on track, then go in and get the job done.

Do Not Allow Others in Your Red Zone Without a Clear Understanding of the Tasks at Hand – Warn others when they approach your Red Zone. If someone else is needed to complete the task, conduct a thorough job briefing outside the Red Zone.

5.0 Identifying a Red Zone Area By Craft

5.1 Train, Engine and Yard Service

Walking Foul of Tracks (IMCOM Rail Safety Rule 70.25.1; GCOR 1.20)

Keep a careful lookout and foul only when performing required duties.

Sufficient Distance (IMCOM Rail Safety Rule 70.25.5)

Separate equipment at least 50 feet before going between.

Give yourself at least 20 feet when walking around the end of equipment.

Crossing Through or Fouling Equipment (IMCOM Rail Safety Rule 70.25.10)

Before crossing, make sure that all movement has ceased.

When crossing through equipment, cross over on cars equipped with end platforms and handholds only.

Maintain three points of contact.

Going Between Cars (IMCOM Rail Safety Rules 70.25.5, 74.8.1, 74.15 and 74.16.1)

Request Three-Step Protection, and receive acknowledgment.

When work permits, stand with foot outside of the gauge side of rail in case of sudden movement.

Close Clearance (IMCOM Rail Safety Rule 75.3)

Keep a careful lookout.

Do not position yourself between equipment and structure.

5.2 Mechanical (Locomotive and Car)

Walking on or Near Tracks (IMCOM Rail Safety Rule 74.9, IMCOM Rail Safety Rule 74.10)

Keep a careful lookout for moving locomotives on shop tracks.

Working on Top of Locomotives (GCOR Rule 1.21, IMCOM Safety Rule 70.5)

Watch your footing and maintain a safe distance from the edge of the Locomotive.

Watch for overhead hazards.

Working around Pits and Platforms (IMCOM Rail Safety Rule 70.20)

Personnel will keep a safe distance from the edge of inspection pits, turntables, or other pits or trenches.

When pits are not in use, safety rails/chains shall be in place.

Working around Overhead Cranes and Suspended Loads (IMCOM Rail Safety Rule 70.5)

Personnel will avoid overhead hazards and will not work, walk, or stand under workmen or equipment from which objects could fall. Personnel who are required to work under overhead hazards will wear the proper protective equipment.

Keep Hands Out (IMCOM Rail Safety Rule 74.3, IMCOM Rail Safety Rule 80.7)

Personnel will keep hands a safe distance from equipment that engages automatically.

Personnel will not use welding gloves or rags when using rotating machines.

5.3 Engineering (Maintenance of Way)

Work Zones Around Machines (IMCOM Rail Safety Rules 88.2.1, IMCOM Rail Safety Rules 88.2.2)

Do not position yourself closer than 15 feet from a MOW machine. The minimum distance between machines while working is 50 feet.

Work Zones Around Swinging Tools (IMCOM Rail Safety 70.10)

Do not position yourself closer than twice the length of the handle when workers are using swinging tools.

Walking on or Near Tracks (IMCOM Rail Safety Rule 70.25, GCOR 1.20)

Keep a careful lookout and foul only when performing required duties.

Close Clearance (IMCOM Rail Safety Rule 75.3)

Keep a careful lookout.

Do not position yourself between equipment and structure.

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